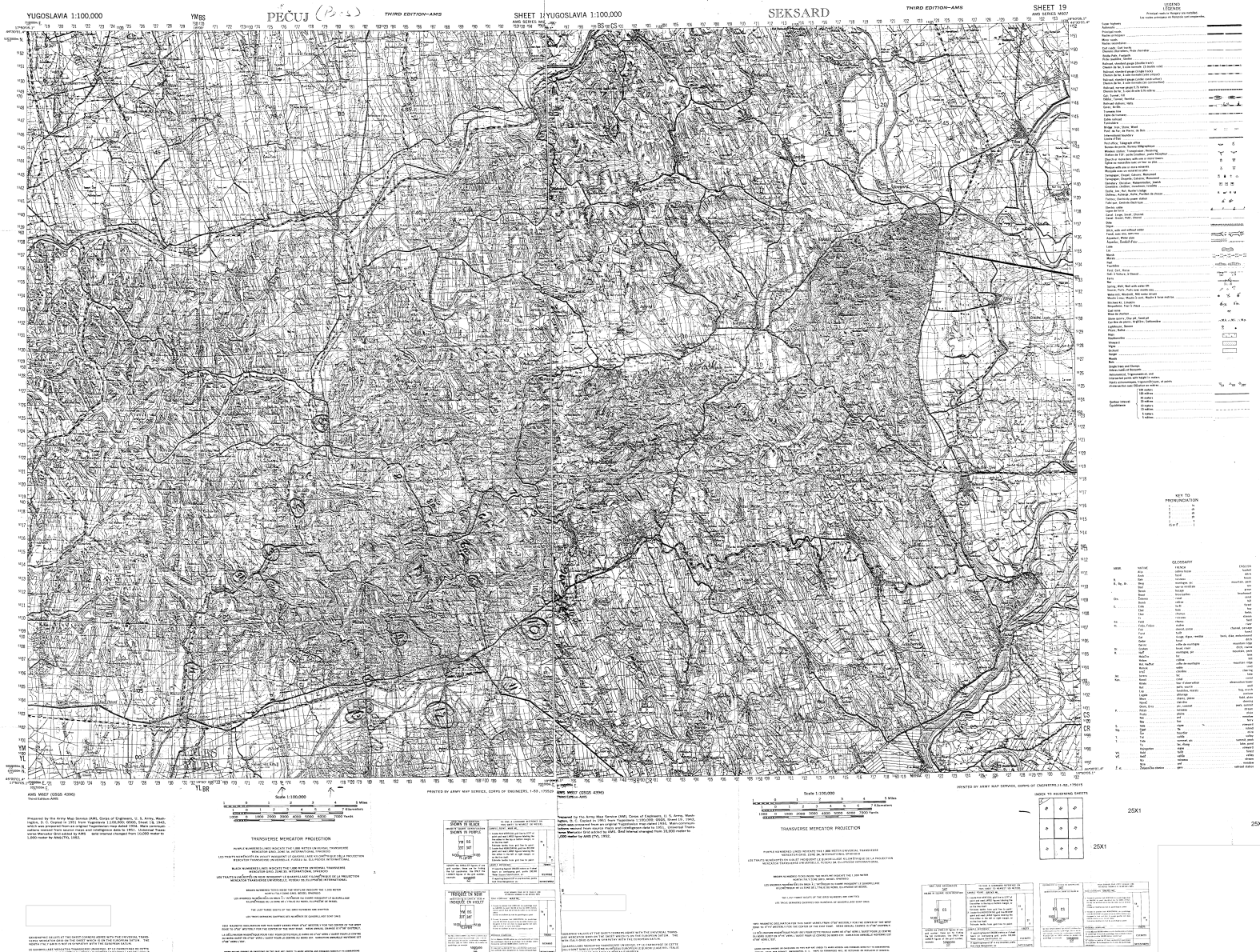




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PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY			
ENTRY Hungary			
SUBJECT General Road Conditions in the Pann Area	DATE DOWNGRADED 1 Jul 58 NO. OF PAGES 5 SUPPLEMENT TO REPORT		

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THIS IS UNEVALUATED INFORMATION

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2. In Hungary the following eight main routes have concrete surfacing and are eight meters wide, which includes shoulders of one-meter width on each side:

<u>Route Number</u>	<u>From</u>	<u>To</u>
1	Budapest	- Vienna
2	Budapest on Kereszt ut	- Balassagyarmat - Lucena, Czechoslovakia
3	Budapest - Hatvan - Gyongyos	Machovec - Miskolc - Kocsis, Czechoslovakia
4	Budapest - Szolnok - Debrecen	
5	Myreghassa - Zahony	- Chov, USSR
6	Budapest - Cegléd - Szeged	
	Budapest - Pécs - Szekes	
	Pecs - Barcs - Belgrade, Yugoslavia	
7	Budapest - Szekesfehervar - Balaton	
	Hagyfalu - Zagreb, Yugoslavia	
8	Budapest - Szekesfehervar - Veszprem - Celldomsok	- Gsta, Austria

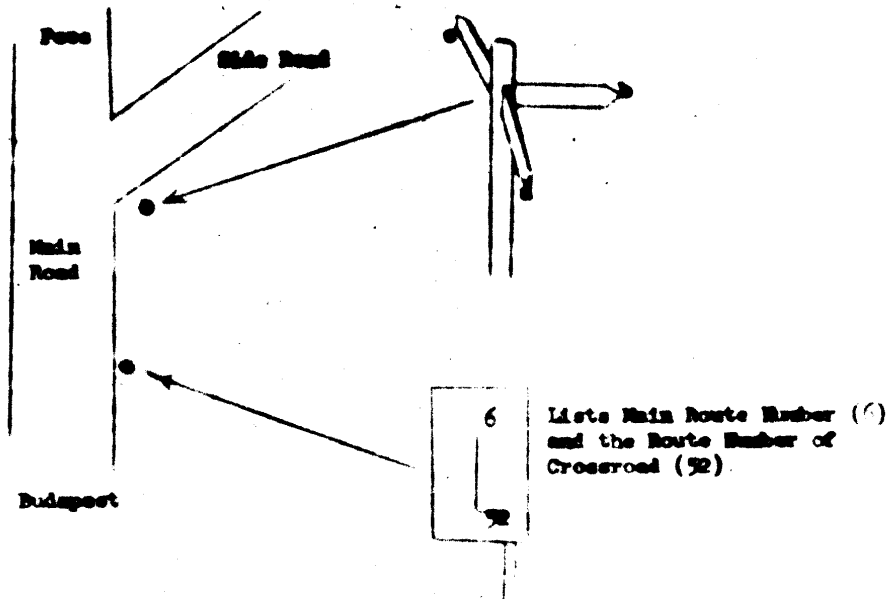
The speed limit on these eight routes is 80 kilometers per hour, unless otherwise controlled.

3. Directional signs showing mileage and city or village names are set up and controlled strictly by law. On the right hand side of a road before a town or village there are two signs. One designates the main route number and the number of the minor route. This sign is located about

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4. Roads are maintained by the county road maintenance department. Maintenance men check road conditions on bicycles. If the road repairs are minor, he does it himself. If major repairs are needed, the maintenance man informs the main county office at Pecs. The maintenance men on the roads are checked concerning their performance of their duties by inspectors on motor bicycles from the central county office.
5. Route from Pecs to Szentlőrinc to Nagykanizsa, listed as Number 1 on map. From Pecs to Szigetvár, about 40 kilometers from Pecs, this is a two-lane concrete road; the rest of the route is unmade. In 1956, from Pecs to Szentlőrinc a special two-centimeter thick cover of asphalt was added on the concrete as a safeguard against adverse weather. The concrete is about 20 centimeters thick followed by a layer of crushed stone about five centimeters thick. Below this are 20-40 millimeters of small stones. Under this come 10-15 centimeters of broken stones, about 60 millimeters long by 40 millimeters. At the lowest level are 30-40 centimeters of large stones. The levels between the main layers are covered with thin layers of tiny crushed stones. Steamrollers were used on each of the layers. On average this entire road was kept in good condition. The width of the shoulder is about one-car width on each side where possible.
6. A bypass, listed as Number 1a on map, is planned on the Pecs - Szentlőrinc road around the city of Pecs toward Mohács. This bypass is mostly fields at present ~~May 1957~~ but has been surveyed and will eventually be a 16-meter wide road (measurements include banks).

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11. Road from Edinet to Shantlaring, listed as Number 4 on map. This is a six-meter wide road, of crushed stone, in a flat terrain. The road is maintained in good condition but handles little traffic.
12. Road from Abailget to Oroalo, listed as Number 5 on map. This two-lane road is surfaced with crushed stone, is slightly winding and is located in a hilly area. It is maintained in good condition but not much used.
13. Road from Oroalo to Bogi, listed as Number 5a on map. This is a two-lane macadam road, generally well maintained but not in very good condition because of the heavy traffic. It is located in a generally flat area with a few hills.
14. Road from Pees to Messes, listed as Number 6 on map. This is an eight-meter wide concrete road which includes the shoulders on both sides. Traffic is heavy, the terrain is hilly, and there are quite a few hair-pin turns on it.
15. Road from Messes to Manfa, listed as Number 6a on map. This is a two-lane concrete road heavily used. It is located in a hilly area and has a few sharp turns. Traffic is heavy.
16. New road from Manfa to Komlo, listed as Number 6b on map. This is a two-lane concrete road under construction [May 1971]. It runs to a large coal mine at Komlo.
17. Road from Manfa to Komlo, listed as Number 6c on map. This is the old macadam road which has lost most of its traffic to Number 16.
18. Road from Komlo to Sobek Pagar, listed as Number 7 on map. This is a two-lane crushed stone road which goes through a hilly area with forests. It is difficult to drive on because of the hilly terrain; however, it is in good condition. Traffic is heavy. The coal mines of Komlo use this road.
19. Road from Oroalo to Manfa, listed as Number 8 on the map. This is a two-lane crushed stone road in good condition. The terrain is flat, but at Sibonda the terrain becomes hilly.
20. Branch of road between Oroalo-Manfa Route, listed as Number 8a on map. This branch is a dead end which runs to a resort in the area.

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24. Route from Pese to Buhang, listed as Number 11 on map. This is a two-lane road of crushed stone and is well maintained. The terrain is generally flat but there are a few steep hills along the road area. Traffic is not heavy. Buses generally run between the agricultural towns located here.
25. Route from Pese to Skalenta, listed as Number 12 on map. This is a two-lane road of crushed stone. The road is in good condition, and the terrain is generally flat but the area near Turon is steep and hilly. Traffic is not heavy. This route is guarded because it is the shortest route for refugees to leave Hungary.
26. Route from Pese to Baken to Wajoule, listed as Number 13 on map. This is a two-lane crushed stone road which is well maintained. The terrain is flat and traffic is not too heavy.

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